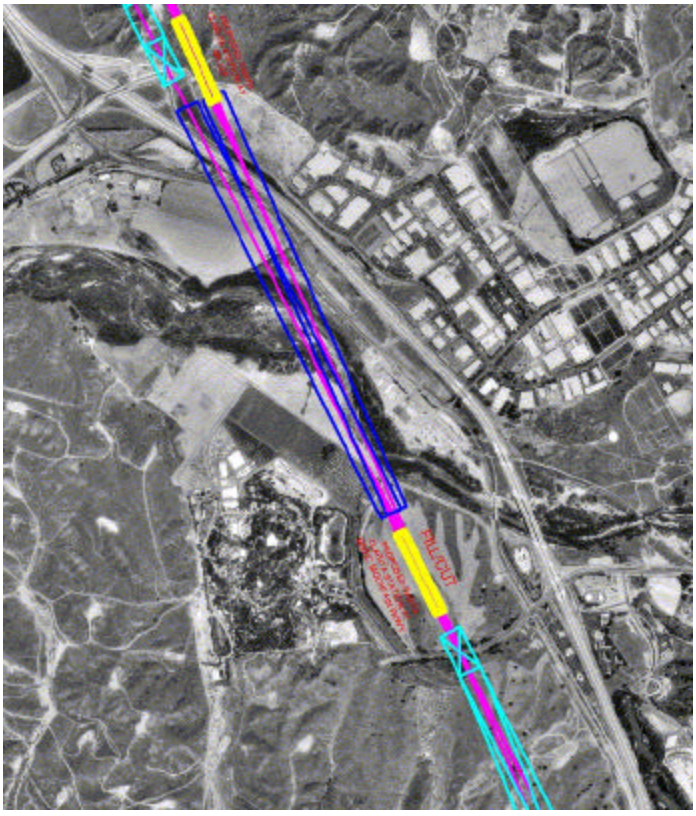


Figure S.2-7 Santa Clarita Station Options 1 and 2, SR-126/I-5 and Magic Mountain Parkway/I-5

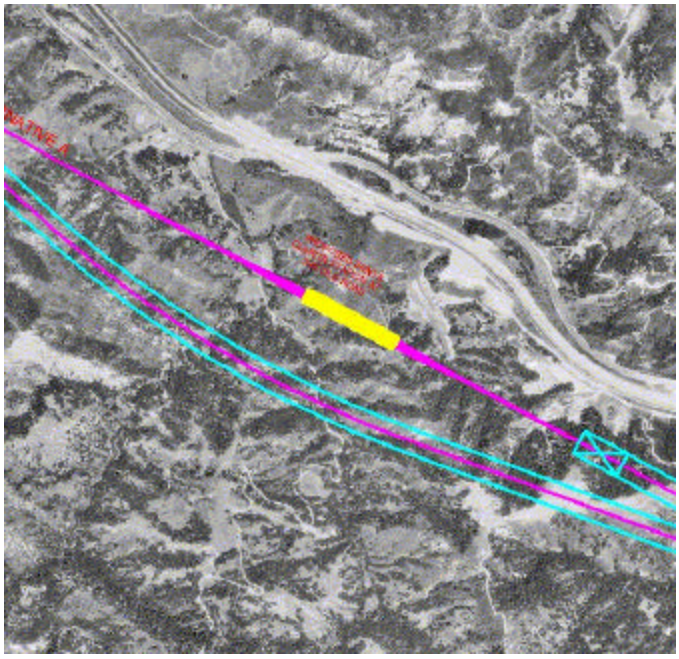


Figure S.2-8 Santa Clarita Station Option 3, The Old Road

Figure S.2-9 Santa Clarita Station Option 4, Via Princessa

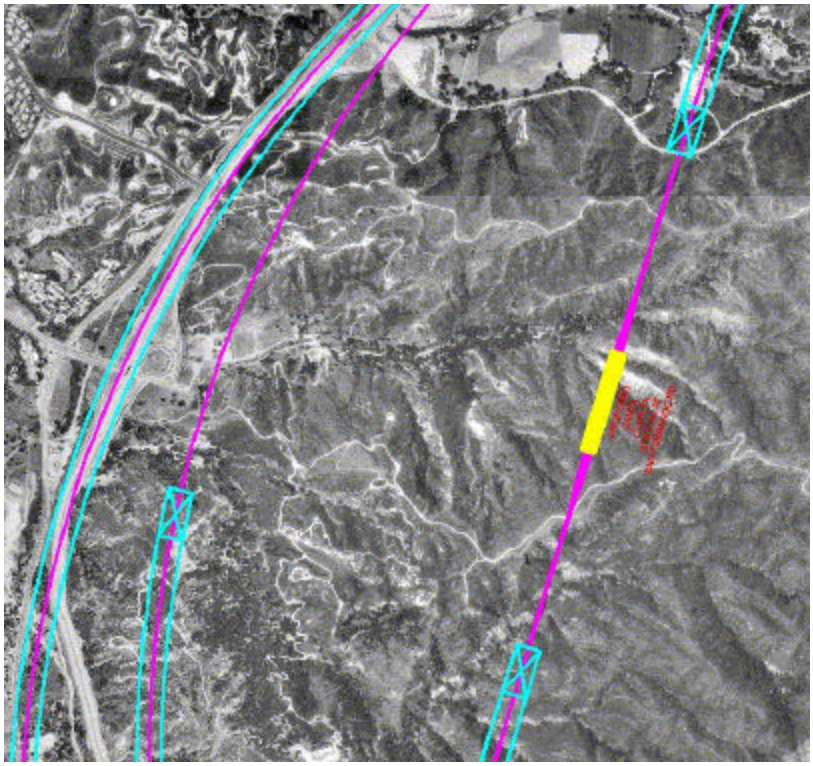


Figure S.2-10 Santa Clarita Station Option 5, San Fernando Road/SR-14

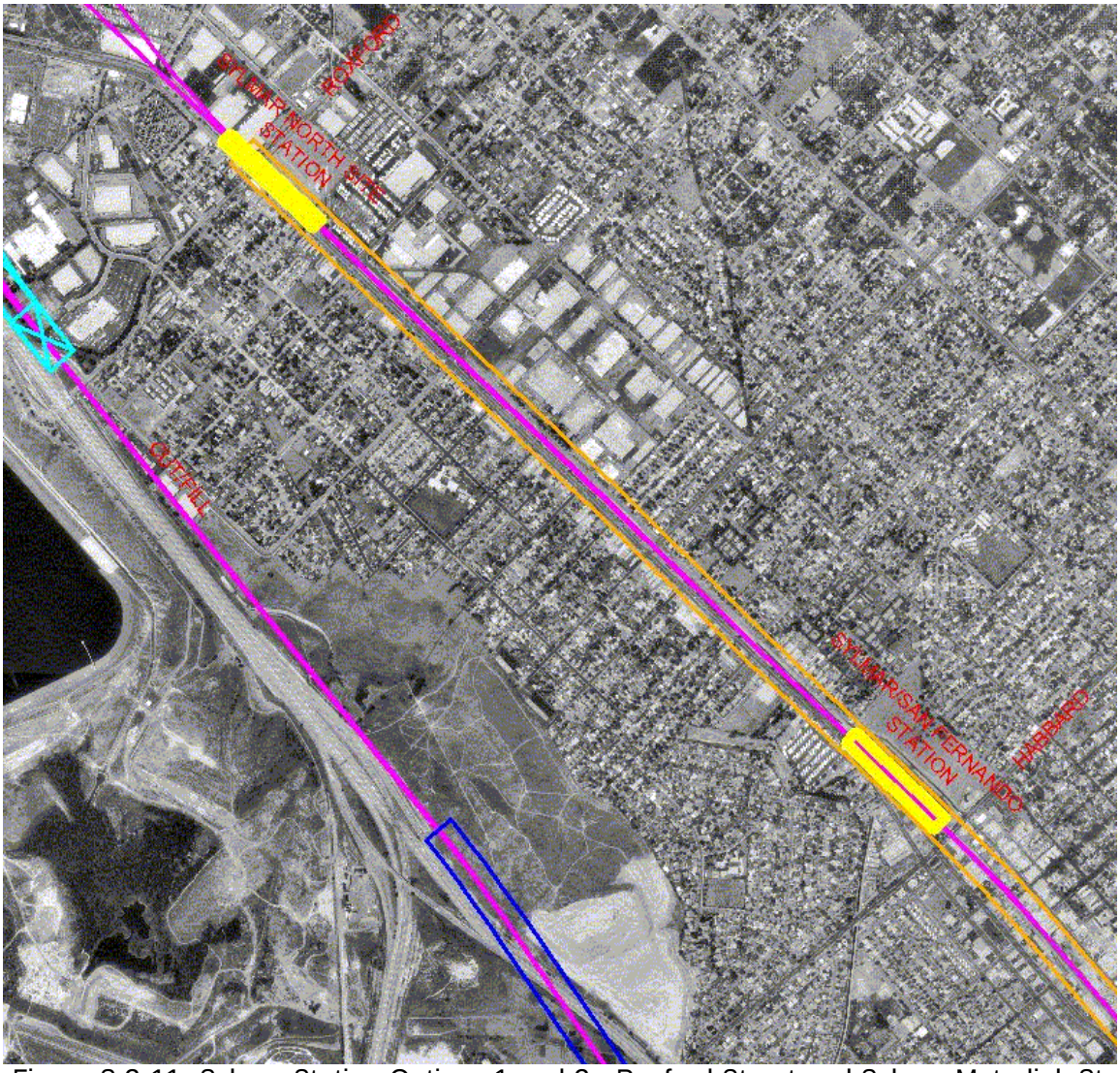


Figure S.2-11 Sylmar Station Options 1 and 2, Roxford Street and Sylmar Metrolink Station.

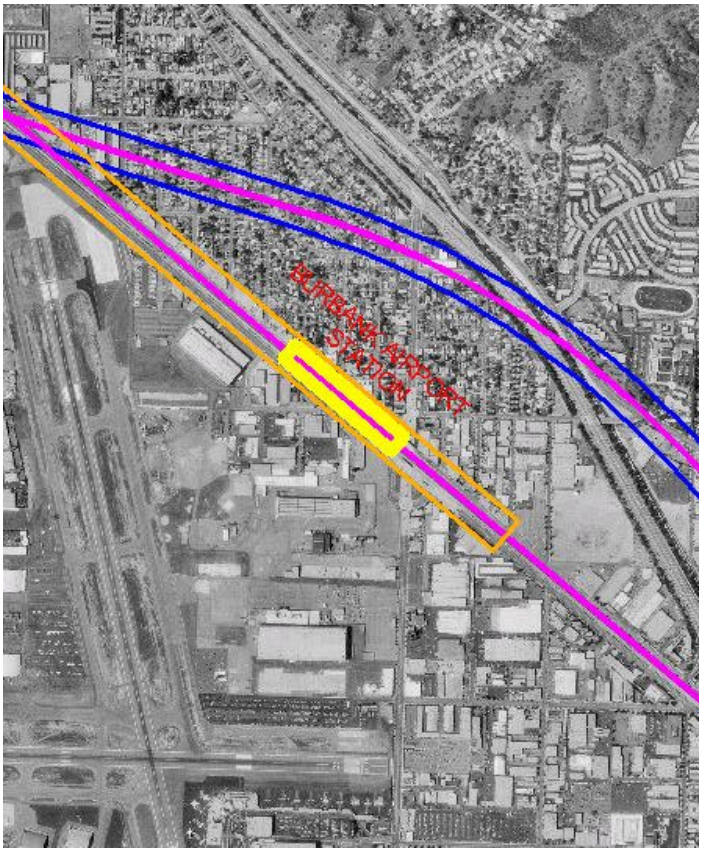


Figure S.2- 12 Burbank Station Option 1, Burbank Airport.

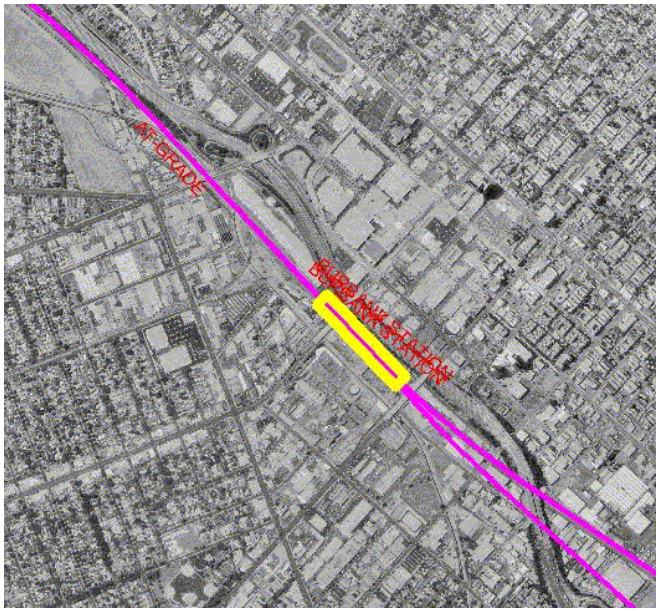


Figure S.2-13 Burbank Station Option 2, Burbank Metrolink Station.

location on a highly constrained site between I-5 and a flood control channel. A multi-level station structure with a parking garage would be necessary. However, the Metrolink Station is an existing focal point for local bus service, would allow for transfers from Metrolink service from points both north and west, would provide shuttle service to Burbank Airport and would be feasible with all three Sylmar to Los Angeles alignment options.

The Burbank Airport location would require a below-grade station since the alignment is in trench to traverse the clear zone of the Airport's north-south runway. It would incur more potential environmental justice impacts (due to the proximity of a minority neighborhood and elementary school), but would be closer to the Airport and could be integrated into Airport plans. Metrolink and Amtrak trips from points west would, however, require a shuttle for transfers from the Metrolink/Amtrak station on the south side of the Airport to the high-speed train station.

Los Angeles **(Figures S.2-14 and S.2-15)**:

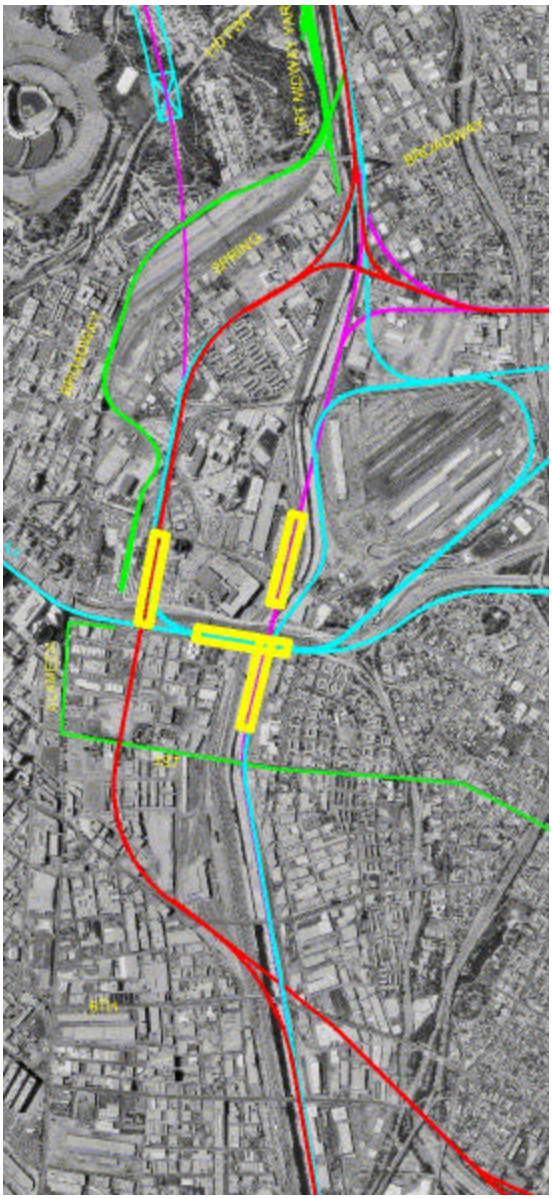
- Station Location Option 1 – Existing Union Station: Includes run through tracks to the south.
- Station Location Option 2 – Union Station South (Through): South of SR-101, straddling LA River; could be combined with Option 4.
- Station Location Option 3 – Union Station South (Stub): South of SR-101, between Alameda Street and LA River; can be combined with Option 4.
- Station Location Option 4 – LA River West: On the west bank of LA River connected to existing Union Station Complex by ancillary service/parking facilities/pedestrian concourse parallel to and south of SR-101; can be combined with Option 2 or 3 using an L-shaped platform layout.
- Station Location Option 5 – LA River East: On the east bank of the LA River north of SR-101, at MTA bus yard.
- Station Location Option 6 – Cornfield Site: Former rail yard sought by the Environmental Defense Fund for park use.

The selection of a Los Angeles station site is highly dependent upon the selection of alignments for connections to the LOSSAN and Inland Empire regions. Because of the high density of development in the downtown Los Angeles area, some Los Angeles station locations would not be able to connect with certain alignment options.

Station location Option 1, existing Union Station, has the best connectivity to other transportation modes and avoids river impacts. However, this station location option includes tracks crossing major development parcels in Little Tokyo and could also require double decking of tracks to provide for increased Metrolink operations and MTA transit improvements. Major new development is also planned for the immediate area by Catellus. Option 1 works well with north-south movements through downtown Los Angeles; connections with the UPRR/El Monte alignment would require stub end operations. Options 4 and 5, LA River East and West, are configured to work with a more direct north-south track that avoids the curves necessary to access the existing Union Station complex. Of these two, the LA River East, Option 5, is more favorable since it is more compatible with development and results in lower costs. Options 4 and 5 would both require stub end operations for connections with the UPRR/El Monte alignment. However, Option 5 could be combined in an L-shape with either station Option 2 or 3 to provide better rail connectivity. Option 4, the LA River West, would displace an existing MTA bus yard being considered as a maintenance yard site for the Eastside LRT Extension. The location of Option 4, with the County Jail complex and law enforcement center between the site and Patsouras Transit Plaza, makes a pedestrian connection to other modes of transportation extremely problematic.

The Union Station South (Stub) site, Option 3 is somewhat less compatible with local land use plans than the Union Station South (Through) site, Option 2, because it may conflict with the proposed Eastside LRT Extension. It also moves the station to a location more sensitive for cultural/historic resources. Another concern is that, with the exception of any LAX to Inland Empire or San Diego connections, Option 3 would not permit through movements of trains. Since it would allow through movements of trains,

Figure S.2-14 Union Station Options 1, 2, 4 And 5, Existing Union Station, Union Station South (Through), LA River West and LA River East.



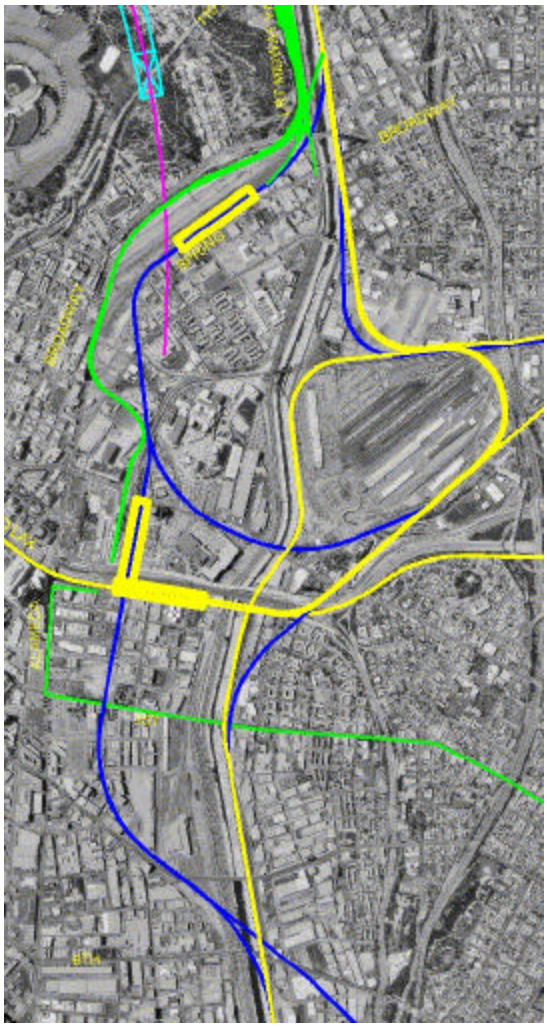


Figure S.2.15 Union Station Options 1, 3, and 6, Existing Union Station, Union Station South (Stub) and Cornfield.

Option 2 is the best station location for connections to the UPRR/El Monte alignment to the Inland Empire. However, Option 2 requires construction across the LA River, significant aerial structures and loop connections to the south if through tracks are not constructed out of existing Union Station. Option 6, the Cornfield site has the lowest connectivity, slow approach speeds, does not connect to Sylmar to LA alignments 2 and 3, has congested approaches from the standpoint of railroad operations and topography, significant aerial structure requirements, and poor arterial access. It also suffers from a fatal flaw because it is located on a controversial site proposed for park development and included in the LA River Greenbelt Planning effort.

Table S.1-1
Bakersfield-to-Los Angeles – High-Speed Train Alignment Attainment of Objectives
Bakersfield to Sylmar Segment

Objective	Alignment Option 1 I-5 Alignment	Alignment Option 1A I-5 via Comanche Pt.	Alignment Option 2 Soledad Cn./SR-58	Alignment Option 2A SR-14/SR-58
Maximize Ridership/Revenue Potential	2.5%: **5** 3.5%: **5**	**5**	2.5%: **4** 3.5%: **4**	**4**
Maximize Connectivity and Accessibility	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Minimize Operating and Capital Costs	2.5%: **1** 3.5%: **3**	**2**	2.5%: **2** 3.5%: **5**	**2**
Maximize Compatibility with Existing and Planned Development	2.5%: **3** 3.5%: **2**	**3**	2.5%: **3** 3.5%: **3**	**3**
Minimize Impacts to Natural Resources	2.5%: **3** 3.5%: **2**	**3**	2.5%: **3** 3.5%: **2**	**3**
Minimize Impacts to Social and Economic Resources	2.5%: **4** 3.5%: **4**	**4**	2.5%: **3** 3.5%: **3**	**3**
Minimize Impacts to Cultural Resources	2.5%: **5** 3.5%: **5**	**5**	2.5%: **2** 3.5%: **3**	**2**
Maximize Avoidance of Areas with Geologic and Soils Constraints	2.5%: **3** 3.5%: **4**	**3**	2.5%: **4** 3.5%: **5**	**4**
Maximize Avoidance of Areas with Potential Hazardous Materials	2.5%: **4** 3.5%: **4**	**4**	2.5%: **3** 3.5%: **3**	**3**

1 2 3 4 5
Least Favorable
Most Favorable

Note: 2.5% - Attainment of objective for alignments with 2.5 percent maximum grade.
3.5% - Attainment of objective for alignments with 3.5 percent maximum grade.

Table S.1-1 (Con't.)

Bakersfield-to-Los Angeles – High-Speed Train Alignment Attainment of Objectives
Bakersfield to Sylmar Segment (Con't.)

Objective	Alignment Option 3 Soledad Cn./SR-138	Alignment Option 3A SR-14/SR-138	Alignment Option 4 Soledad Cn./Aqueduct	Alignment Option 4A SR-14/Aqueduct
Maximize Ridership/Revenue Potential	4	4	4	4
Maximize Connectivity and Accessibility	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Minimize Operating and Capital Costs	4	3	4	3
Maximize Compatibility with Existing and Planned Development	4	4	3	3
Minimize Impacts to Natural Resources	3	4	3	4
Minimize Impacts to Social and Economic Resources	4	4	4	4
Minimize Impacts to Cultural Resources	4	3	2	1
Maximize Avoidance of Areas with Geologic and Soils Constraints	3	3	2	2
Maximize Avoidance of Areas with Potential Hazardous Materials	2	4	2	4

1 2 3 4 5 Least Favorable Most Favorable

Table S.1-1 (Con't.)
Bakersfield-to-Los Angeles – High-Speed Train Alignment Attainment of Objectives
Sylmar to Los Angeles Union Station Segment

Objective	Alignment Option 1 Metrolink/UPRR	Alignment Option 2 I-5 Fwy.	Alignment Option 3 Combined I-5/UPRR
Maximize Ridership/Revenue Potential	2	4	3
Maximize Connectivity and Accessibility	Not Applicable	Not Applicable	Not Applicable
Minimize Operating and Capital Costs	4	2	3
Maximize Compatibility with Existing and Planned Development	4	1	3
Minimize Impacts to Natural Resources	5	4	4
Minimize Impacts to Social and Economic Resources	3	1	4
Minimize Impacts to Cultural Resources	3	3	3
Maximize Avoidance of Areas with Geologic and Soils Constraints	4	4	4
Maximize Avoidance of Areas with Potential Hazardous Materials	2	3	2

1 2 3 4 5 Least Favorable Most Favorable

Table S.1-2
Bakersfield-to-Los Angeles – High-Speed Train Station Attainment of Objectives
Bakersfield to Sylmar Segment-Antelope Valley Station

Objective	Antelope Valley Station Option 1 Lancaster Metrolink Station	Antelope Valley Station Option 2 Palmdale Transportation Ctr.	Antelope Valley Station Option 3 Palmdale Blvd.
Maximize Ridership/Revenue Potential	2	3	3
Maximize Connectivity and Accessibility	4	4	3
Minimize Operating and Capital Costs	5	5	5
Maximize Compatibility with Existing and Planned Development	4	3	3
Minimize Impacts to Natural Resources	5	4	4
Minimize Impacts to Social and Economic Resources	4	5	5
Minimize Impacts to Cultural Resources	5	5	4
Maximize Avoidance of Areas with Geologic and Soils Constraints	4	3	3
Maximize Avoidance of Areas with Potential Hazardous Materials	5	5	5

1 2 3 4 5 Least Favorable Most Favorable

Table S.1-2 (Cont'd.)
Bakersfield-to-Los Angeles – High-Speed Train Station Attainment of Objectives
Bakersfield to Sylmar Segment-Santa Clarita Station

Objective	Santa Clarita Station Option 1 SR-126/I-5	Santa Clarita Station Option 2 Magic Mt. Pkwy./ I-5	Santa Clarita Station Option 3 The Old Road/I-5	Santa Clarita Station Option 4 Via Princessa/ SR-14	Santa Clarita Station Option 5 San Fernando Rd./ SR-14

Maximize Ridership/Revenue Potential	2	2	2	3	3
Maximize Connectivity and Accessibility	2	2	1	3	3
Minimize Operating and Capital Costs	3	3	2	3	2
Maximize Compatibility with Existing and Planned Development	3	5	2	3	2
Minimize Impacts to Natural Resources	4	5	4	4	3
Minimize Impacts to Social and Economic Resources	4	5	5	5	5
Minimize Impacts to Cultural Resources	4	4	3	4	3
Maximize Avoidance of Areas with Geologic and Soils Constraints	4	4	4	4	4
Maximize Avoidance of Areas with Potential Hazardous Materials	4	4	4	5	4

1 2 3 4 5 Least Favorable Most Favorable

Table S.1-1 (Cont'd.)
Bakersfield-to-Los Angeles – High-Speed Train Station Attainment of Objectives
Bakersfield to Sylmar Segment-Sylmar/Burbank Station

Objective	Sylmar Station Option 1 Roxford Rd.	Sylmar Station Option 2 Sylmar Metrolink Sta.	Burbank Station Option 1 Burbank Airport	Burbank Station Option 2 Metrolink/Media City
Maximize Ridership/Revenue Potential	5	5	5	5
Maximize Connectivity and Accessibility	3	5	4	4

Minimize Operating and Capital Costs	**3**	**4**	**3**	**2**
Maximize Compatibility with Existing and Planned Development	**4**	**5**	**5**	**5**
Minimize Impacts to Natural Resources	**5**	**5**	**5**	**5**
Minimize Impacts to Social and Economic Resources	**4**	**3**	**3**	**4**
Minimize Impacts to Cultural Resources	**5**	**5**	**5**	**5**
Maximize Avoidance of Areas with Geologic and Soils Constraints	**3**	**3**	**4**	**4**
Maximize Avoidance of Areas with Potential Hazardous Materials	**4**	**4**	**4**	**4**

1 2 3 4 5 Least Favorable Most Favorable

Table S.1-2 (Cont'd.)
Bakersfield-to-Los Angeles – High-Speed Train Station Attainment of Objectives
Bakersfield to Sylmar Segment-Los Angeles Union Station

Objective	Los Angeles Union Station Option 1 Existing Union Station	Los Angeles Union Station Option 2 Union Sta. South (Thru)	Los Angeles Union Station Option 3 Union Sta. South (Stub)
Maximize Ridership/Revenue Potential	5	5	5
Maximize Connectivity and Accessibility	5	4	4
Minimize Operating and Capital Costs	3	2	2
Maximize Compatibility with Existing and Planned Development	5	4	5
Minimize Impacts to Natural Resources	5	4	4
Minimize Impacts to Social and Economic Resources	4	4	4
Minimize Impacts to Cultural Resources	3	2	3
Maximize Avoidance of Areas with Geologic and Soils Constraints	4	4	4
Maximize Avoidance of Areas with Potential Hazardous Materials	4	4	4

1 2 3 4 5 Least Favorable Most Favorable

Table S.1-2 (Cont'd.)
Bakersfield-to-Los Angeles – High-Speed Train Station Attainment of Objectives
Bakersfield to Sylmar Segment-Los Angeles Union Station

Objective	Los Angeles Union Station Option 4 LA River West	Los Angeles Union Station Option 5 LA River East	Los Angeles Union Station Option 6 Cornfield Site
Maximize Ridership/Revenue Potential	5	5	5
Maximize Connectivity and Accessibility	3	3	2
Minimize Operating and Capital Costs	3	4	2
Maximize Compatibility with Existing and Planned Development	4	5	4
Minimize Impacts to Natural Resources	4	4	5
Minimize Impacts to Social and Economic Resources	4	4	4
Minimize Impacts to Cultural Resources	3	3	3
Maximize Avoidance of Areas with Geologic and Soils Constraints	4	4	4
Maximize Avoidance of Areas with Potential Hazardous Materials	4	4	4

1 2 3 4 5 Least Favorable Most Favorable